

AMENDMENTS TO THE CLAIMS

This listing of claims supercedes all prior versions and listings of claims in this application:

LISTING OF CLAIMS:

1. (Cancelled)
2. (Currently Amended) A pneumatic radial tire according to claim ~~[[1]]~~ 10, wherein each steeply slant groove extends at an inclination angle of 10°-50° with respect to the circumferential direction.
3. (Currently Amended) A pneumatic radial tire according to claim ~~[[1]]~~ 10, wherein each gently slant groove extends at an inclination angle of 60°-90° with respect to the circumferential direction.
4. (Currently Amended) A pneumatic radial tire according to claim ~~[[1]]~~ 10, wherein the chamfered surface of each block is a curved surface having a radius of curvature of 10-100 mm.

5. (Currently Amended) A pneumatic radial tire according to claim [[1]] 10, wherein the steeply slant groove communicates with a gently slant groove that opens to a tread end.

6. (Currently Amended) A pneumatic radial tire according to claim [[1]] 10, wherein a circumferential side groove extending in the circumferential direction of the tire is arranged in a position separated inward from a tread end at about $\frac{1}{4}$ of the tread width in an axial direction of the tire.

7. (Previously Presented) A pneumatic radial tire according to claim 6, wherein each gently slant groove is opened to the circumferential side groove.

8. (Currently Amended) A pneumatic radial tire according to claim [[1]] 10, wherein an inclination direction of a side of a block formed in the central zone is different than an inclination direction of a side of a block formed in the side zone of the tread.

9. (Currently Amended) A pneumatic radial tire according to claim ~~[[1]]~~ 10, wherein the sipe formed in the blocks at said side zones of the tread extends parallel to or substantially parallel to the gently slant groove.

10. (Currently Amended) In a pneumatic radial tire for all-season passenger car comprising:

a tread with a tread pattern defined by dividing the tread into many blocks through a plurality of slant grooves arranged at given intervals in a circumferential direction of the tire and at least one circumferential center groove extending in the circumferential direction of the tire at a center portion of the pattern, and consisting of a central zone having a width corresponding to 30-60% of a tread width and a pair of side zones located on both sides of the central zone; wherein

(1) the slant grooves comprise steeply slant grooves extending at a relatively small inclination angle with respect to the circumferential direction and gently slant grooves extending at a relatively large inclination angle with respect to the circumferential direction;

(2) the steeply slant grooves are opened to the circumferential center groove in the central zone of the tread, while the gently slant grooves are opened to a tread end in each of said side zones of the tread to form blocks in said side zones;

(3) the number of the gently slant grooves is made two or more times than the number of the steeply slant grooves so that an interval between the gently slant grooves in the circumferential direction is made $\frac{1}{2}$ or less than an interval between the steeply slant grooves in the circumferential direction;

(4) each of the blocks is provided with at least one sipe; and

(5) blocks formed in the central zone are defined by the circumferential center groove and the steeply slant grooves and are chamfered from a tapered top end over a range of 10-30 mm in a longitudinal direction of the block so as to gradually shallow a depth of a surface of the block from the tapered top end toward an opposite end of the block; and

wherein the block formed in the central zone of the tread has at least two sipes, each opening to a steeply slant groove at a cross angle of not less than 45° , and said at least two sipes are arranged and configured so as to divide the block into first, second and third tread elements, wherein the first tread element is generally arrow-shaped

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with a head portion comprising the chamfered tapered top end and a rear portion
separating the second and third tread elements.